SOCIETY MEETINGS. MASONIC-Keystone Chapter, No. 6, R. A. M. Stated meeting in Masonic Temhis (Tuesday) evening, at 7:20 o'clock. Work in the R. A. degree. JACOB W. SMITH, Secretary.

FINANCIAL.

FINANCIAL-Hambletonian Cigar, 10 cents. LOANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL-Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building.

LOANS—Sums of \$500 and over.

City property and farms.

C. E. COFFIN & CO., 90 East Market

MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market

BUSINESS CHANCE.

BUSINESS CHANCE-If you want a half interest in a good paying business, no risk, for \$100, write us. We want a good office man for Indiana. Investigate. REVOLV-ING SAND SCREEN CO., Bloomington, Ill. BUSINESS CHANCE-Wheat is booming and is the cheapest speculative commodity in the world to-day; anyone who has a dollar to spare should buy it; trade through a responsible house and get reliable through a responsible house and get reliable to the specific section. ormation by sending for our large Red Book, containing all the necessary information to enable anyone to handle their investments intelligently; also our daily market bulletin, which suggests when and what to buy. Both free. STANSELL & CO., Bankers and Brokers, 43 Traders' Building, Chicago.

WANTED-AGENTS. WANTED-AGENTS-Hambletonian Cigar,

WANTED-New Chicago concern wants reliable man; \$50 month; chance for promotion; references. Address IMPORTING AGENCY, Station G, Chicago, Ill.

WANTED-Traveling or resident salesman to sell lubricating, lard and linseed oils, either on a commission or salary basis. liberal inducements offered to men of exerience. Sample outfit furnished free. dress the A. G. HARBAUGH COMPANY. 8 and 60 River street, Cleveland, O.

WANTED-MISCELLANEOUS. WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to inventors.

FOR SALE-Hambletonian Cigar, 10 cents, FOR SALE-Two lots and a house to sell or trade for St. Louis property at a bargain. R. H. D., this office.

FOR TRADE

FOR TRADE-Three pieces of city property for farm. 598 North Illinois. FOR TRADE-Will trade for Indiana farm 513,000 stock of hardware; no better stand in Indiana. Lock Box 10, Andrews, Ind.

ANNOUNCEMENTS. ANNOUNCEMENT-How to become lawful physicians. Course by mail. ILL HEALTH UNIVERSITY, Chicago.

ANNOUNCEMENT-Swain Cookery, with health hints. See LAZ. NOBLE & CO., 3 North Meridian street. Price, \$1.50.

MISCELLANEOUS. MISCELLANEOUS-Hambletonian Cigar, 10

LEGAL ADVERTISEMENTS. PROBATE CAUSE NO. 1826.

In the Circuit Court of Marion county, Christian F. H. Waterman, administrator of estate of Henry Aumann, deceased, vs. Christian Aumann et al. To Christian Aumenn and --- Aumann, his

wife: You are severally hereby notified that the above named petitioner, as administrator of the estate aforesaid has filed in the Circuit Court of Marion county, Indiana, a petition, making you defendants thereto, and praying therein for an order and decree of said court authorizing the sale of certain real estate belonging to the estate of said decreed and in said petition described to ecedent, and in said petition described, to ake assets for the payment of debts and an affidavit averring therein that you and each of you are nonresidents of the State na, or that your residence is unknown, and that you are necessary parties to said proceedings, and that said petition, so filed and which is now pending, is set for hearing in said Circuit Court at the house in Indianapolis, Indiana, on the 9th day of March, 1896. Witness the clerk and seal of said court, this 1st day of February, 1896. Clerk Marion Circuit Court.

Carter & Brown, Attorneys.

-Arrest Followed.

GAMES ALL OVER TOWN. so the Bartender Told the Patrolman

Ottermer Keller, saloon keeper at No. 113 terday for violating the liquor laws last Sunday. Patrolman Warren found the blinds up at the front windows and doors of Keller's place. He opened a side door that led into the saloon from the front stairway, and found the room filled with men. The bar was loaded with beer glasses and everyconvinced him that the laws were violated. Last week patrolman Warren found card-playing going on in the sa-loon and warned the barkeeper that it would have to be stopped. That individual frowned at the demand and said, with a wave of his band, that "it was being done

DAILY VITAL STATISTICS-FEB. 17.

Denths. Infant Butler, City Hospital, premature Mary T. Cooper, thirty years, North Meridian street, typho-pneumonia. Crook C. Cannon, thirty-eight years, Rembrandt street, tuberculosis. Infant Critchiaw, 276 North Delaware street, dystacia. Laura Carson, fifty years, 178 Elizabeth Infant Habn, three days, 113 Davidson Street convulsions. Harry Cunningham, five years, 83 Yandes street, tonsilitis. Alice Lehman, twenty years, 209 West Market street, phthisis. Raymond R. Ruth, five years, 472 Clifford Thomas Hock, seventy years, Little Sisters of the Poor, apoplexy. Louise Parott, nine months, 35 Cherry

Clara Angrick, 247 West Morris street, as-Frank Raja, seven months, 73 Harmon Ralph Martin, one month, 77 Nebraska Mary Ko Kipper, forty-nine years, 33 Decatur street, consumption.

Herman and Bertha Martens, 576 Central John W. and Libbie Hall, 48 Ruckle street. Jacob and Matilda Bauer, % Dorman awrence and Mrs. Vinnedge, 595 Broad-

Wilmer and Mabel Crithelaw, 276 North Delaware street, boy.

Benjamin and Laura Pedlow, 258 West
Twenty-third street, boy.

Martin and Henrietta Mellinder, North Indianapolis, girl.

Marriage Licenses. Harry C. Andrews and Nettie May Dear. John W. Harrison and Inas Bostic. Amza L Kimes and Laura I. Hutton. Lyndon M. Comstock and Carrie Kent.

Building Permits. Henry L. Boase, frame addition, 320 Chest-

D. F. Fleener, frame house, North Meridtan street, \$5,100.
Robert N. Lamb, frame house, 8) West

The Gates of Pearl.

igh which the human voice issues. should never become rusty. To keep the teet'n forever free from blemish, to render their decay impossible, it is only necessary to use fragrant Sozodont. It is antiseptic and supremely wholesome.

WORRY FOR SCALPERS

THE DOING AWAY WITH THE MILE-AGE BOOKS A SERIOUS BLOW.

Light Business Out of St. Louis-Business of the Michigan Division of the Big Four a Surprisc.

"Nothing has come up since I have been n the ticket-scalping business," said one of the fraternity yesterday, "which has disturbed me more than this proposition of the board of managers of the Joint Traffic Association and that of the Central Traffic Association committee to stop the sale of interchangeable mileage books. I fear it is a stepping-stone to abolishing the mileage book altogether, which would mean that the scalpers must go out of business. No law has yet been passed which has proven strong enough to drive the scalper out of business, but doing away with the mlleage book would strike the scalper in his most vital place, as other kinds of tickets are so limited that there is no room for the scalper to operate to advantage. We might exist were the interchangeable mileage book done away with, but it would require a good deal more capital to run our business, as we would have to carry mileage of every road separately, while now most of the mileage books cover from twelve to thirty roads, and it does not take long to use up a part or all of a book. Partly used interchangeable mile-age books are those we most handle. This new departure of the railroad authorities should convince the most skeptical that the passenger traffic officials are fast getting down to a legitimate method of doing business, and one which the most skilled of the ticket scalpers cannot overcome."

Ludicrous Wail from Chicago.

Here is a characteristic wail from Chicago, a place where freight rates are cut more frequently and deeper than in any other city in the West. The wail, which was scattered broadcast by the Associated Press last night, follows: "Traffic of the roads east-bound from Chicago fell off considerably last week. The rate-cutting which is going on all around Chicago is diverting a great deal of business from this gateway. The inelasticity of the joint traffic agreement is charged with the responsibility. Roads here are bound hand and foot, and are without means of protecting their business until it suits the convenience of the board of control to come to their relief. Outside roads do just as they please, and at present are playing the part of freebooters on the traffic of their competitors. Last week's shipments aggregated 71,070 tons, compared with 80,089 tons for the previous week and 49,738 tons for the corresponding week last year. Last week's shipments were divided up among the competing roads, in tons, as follows: Michigan Central, 6.501; Wabash, 5,368; Lake Shore, 10,529; Fort Wayne, 8,616; Panhandle, 7,084; Baltimore & Ohio, 7,865; Nickle-plate, 6,189; Erie, 12,445; Big Four, 2,022. Through shipments of grain, flour and provisions from Chicago and junctional points to the seaboard amounted to 68,857 tons, against 82,889 tons for the previous week and 40,803 tons for the corresponding week last year. The percentage of this through traffic carried by each of the competing roads was as follows: Baltimore & Ohio, 9.3; Big Four, 7.5; Erie, 16.2; Grand Trunk, 10.2; Lake Shore, 13; Michigan Central, 12.7; Nickel Plate, 10.5; Panhandle, 6.2; Fort Wayne, 8.4;

The Big Four's North and South Line. Railroad men are predicting that the Big Four line from Louisville to Benton Harbor will eventually become that company's most profitable line. The business of the road, under the present unfavorable circumstances, is doing at Louisville is a surprise to the officials of the company and to its competitors, the Pennsylvania feeling the inroads on its business more than does the Monon. Benton Harbor, eight months of At all the important points on the line in northern Indiana business is increasing as the manufacturing interests revive, and everything points to a heavy spring, summer and fall traffic in freight. As a passenger line between Benton Harbor and Anderson. it now stands among the best on the system of the Big Four, while between Anderson and Louisville ics business is steadily improving. Taken as a whole, say railroad men, President Ingalls made one of his best moves when he secured control of the Cin-

cinnati, Wabash & Michigan.

Alleged Discrimination. Interstate-commerce Commissioners James D. Yeomans opened a session at Chicago yesterday for the purpose of investigating charges of discrimination in rates made against the Milwaukee & St. Paul, the Union Pacific and the Santa Fe. Those against the first road were taken up yes terday. There are three different com-plaints against it, but all virtually relate to the same thing. The material issue is a 21/2 cents per 100 pounds transit charge which the Western roads have imposed in their construction of through flour rates from the mills in Wisconsin, southern Min-nesota and northern Iowa, in order to equalize them with through rates from Minnesota. The roads contend that this charge under the present system of rate-making is an absolute necessity. Instead of being dis-eriminatory, its object is to prevent discrimination. In no case is the rate from any of the points outside Minneapolis higher than the rate from that center, and that rate is governed by the competition of the Lake Superior lines.

Alton's Annual Report.

In the annual report to the stockholders of the Chicago & Alton railroad, issued yesterday, President Blackstone takes occasion to declaim against what he terms popular control of railroads. He sets forth that the Supreme Court of the United States long ago held that the charter of a railroad corporation is a contract within the meaning of the contract clause of the Constitution, but that the people have failed to remember their side of the contract. One of the provisions of such contracts is that railroads shall always have the power to collect reasonable rates, but this State has passed a law enabling a State board to limit railway rates at their discretion. Such contracts, he also claims, provide that the State, in providing for such public highways as railroads are held to be, would cause no more of them to be constructed than it intended the people should support by payments for their use, yet the policy has been to give franchises to all comers, The Alton's earnings for the past year were \$2,819,493, an increase of \$155,994, compared with 1894.

Tucker in the Lead. The question as to who shall be commissioner of the Central Traffic, Committee, which goes into effect March 1, is still unsettled. A large number of officials desire the position, but indications point to the selection of J. F. Tucker, commissioner of the late Chicago and Ohio River Traffic Association. Under the new regime the intention is to eventually merge the Ohio river association into the central committee's. A canvass of the general freight agents who have the electing of a commissioner shows them all strongly in favor of the election of Commissioner Tucker, who is well known to them and has a good record in all matters pertaining to traffic. Unless some general freight agent in the lines of the Central Freight Committee gets a commissionership bee buzzing in his bonnet, so says an official on the inside, Mr. Tucker will be the new head of the committee and none of the other candidates for the place

stands a ghost of a show. A Blow at the Central Pacific.

A deal is said to have been made between the Southern Pacific and the Seaboard Air-line whereby all the traffic that can possibly be diverted to the former's Sunset route will be delivered it by the latter at New Orleans. This deal is considered to be a direct blow at the Southern Pacific's direct connections at Ogden. Its object, however, is said to be to divert as much traffic as possible from the Central Pacific, the Southern having entered upon a deliberate and systematic policy of impoverishing that part of its system with the view of forcing the United States to settle its claims against that road on the easiest terms.

Personal, Local and General Notes. The Western Passenger Association has approved the appointment of Charles Rock-

been given a four months' vacation and will visit his friends at his old home, in A. A. Zion, superintendent of the Union Railway Company and Belt road, will sub-mit to the board of managers his annual

report for 1895. The Illinois Car Service Association now includes twenty-six roads and looks after demurrage charges at fifty-five cities and towns in the State,

There is excellent authority for stating that Drexel & Morgan have no connection with the reorganization in progress on the Baitimore & Ohio lines. on Sunday addressed several hundred men

at a meeting at Columbus, O. William N. Jackson, secretary of the Union Railway Company, continues to improve, but is still very weak. He hopes to be at work in ten days or two weeks. J. L. Harris, for years general live stock agent of the Wabash, has been appointed general live stock agent in Texas of the Chicago Union Stock Yards and Transit

Freight officials of Illinois roads will meet in Chicago to-day to consider rate matters, both local and through, especially between | W. Billingsworth to foreclose a mortgage, Chicago and Peoria and Illinois points and tried in Room 3, Superior Court, yesterday, The Erie Railway Company last week placed contracts for 2,300 cars of different styles. The contracts were awarded to the Michigan Peninsular car works, Detroit,

W. R. Crawford, general solicitor of the Chicago & Southeastern, who has been very that he has gone to Thomasville, Ga., to out family ties. He fought through the re-

and the Buffalo car works.

F. C. Smith, trainmaster of the Chicago pointed superintendent of the Western di- after the war she and her husband's comvision, with headquarters at Colorado Springs. A. T. Abbott succeeds Mr. Smith at Horton as trainmaster. A ruling was made yesterday by the

chairman of the Western Passenger As-

sociation that the minimum rate from the Misouri river for homeseekers' excursions must be \$7, same as that agreed upon in the territory of the Eastern committee. Train 12 over the Chicago division of the Big Four arrived yesterday from Chicago a half hour late, the first time it has been coming into Indianapolis.

lines and Vandalia, are carrying a large number of passengers. Train 6, which has been run thirty years on about its present schedule, has greatly increased its popularity. It leaves St. Louis at 10:30 p. m. and reaches Indianapolis at 5:45 a. m. The Railway World, published in Philadelphia, has printed in book form "Reminis-

W. Hassell Wilson. It is a readable and

interesting publication, going extensively

Trains 5, 6, 7 and 20, on the Pennsylvania

nto details of early railroading, and is replete with stirring personal incidents. East-bound business out of St. Louis is only eighty to one hundred loaded cars The defendant sat in court during the trial, being forwarded from St. Louis proper per crying like a child. At the conclusion of the day. The Toledo, St. Louis & Kansas City continues to get a large percentage of the usiness being forwarded, and, Receiver

Peirce says, carries it at full rates. The Erie people, who in years past have made no pretensions to making fast runs, have of late come to the front. Last Friday Train 8 was hauled from Winfield to Rochester, sixty-one miles, in sixty-three minutes, making one stop at a railroad crossing. The train was hauled by one of the company's new passenger engines. Col. Wm. Shaw, general traveling pas-

senger agent of the Chicago, Burlington & Quincy, is in the city. He states that the ousiness the Missouri river fines are doing is highly satisfactory. General Passenger Agent Wakely is fast getting affairs in good shape and some of the company's finest passenger equipment is being run on Stephen Little, an expert accountant, is

he Baltimore & Ohio. It is safe to say that he will find everything correct, for the reason that J. V. McNeale, who for years was auditor of the Indianapolis, Decatur & Western, has been practically the general accountant of that road since leaving the

The extension of time for the equipment of freight cars with safety appliances expired on Saturday. The executive commitee of the Master Car-builders' Association the year, is an important shipping point, has decided that a loaded car which does lumber and grain being shipped south in not conform to the requirements of the large quantities over the Michigan division. law may be delivered to a connection and make the engagement more sacred and bind-medical college. has decided that a loaded car which does marry him. She promised to do so, he says, for the burial he supposes the body will not conform to the requirements of the and they straighway became engaged. To find its way to the dissecting room of the forwarded to its destination, but after relieved of its load must be rebuilt to conform to the law.

The December earnings of the Lake Erie & Western were: Gross, \$310,720, an increase of \$4,530; net, \$149,383, a decrease of \$1,838; surplus, \$89,882, a decrease of \$2,-247. The report for the year ending Dec. 31 shows: Gross earnings, \$3,519,104, an inrease of \$173,701; operating expenses, \$1,-016,115, an increase of \$50,263; net earnings, \$1,602,989, an increase of \$123,438; balance, \$309,203, an increase of \$104,634.

Local passenger circles are a good deal disturbed that the Lake Erie & Western, connection with the Nickel-plate, on Sunday took two theatrical troupes from this city for the east. The arbitrary action of he passenger officials at their recent meeting in Chicago will, without doubt, be of benefit to lines not in the association; how-ever, General Passenger Agent Daly claims to have carried these troupes at full rates. P. A. Bonebrake, superintendent of the Louisville division of the Pennsylvania lines, says the putting on of a fifty-five-mile-anhour train between Indianapolis and Louisville has been deferred until three interlocking signals and switches can be put inone at Franklin, another at Seymour and a third at the crossing of the Baltimore & Ohio Southwestern, near Louisville. This done, he thinks there will be no trouble in making such speed safely.

The Erie Railway Company last week tested its monster snow plow, and it worked satisfactorily. It is of the rotary pattern. With the plow the run from Hornellsville miles an hour, and the machine cleared the track in the best shape. Between Salamandrift, fifteen feet deep and three hundred feet long, in a cut, and the plow went

The Chicago committee of the Central Traffic Association had a meeting yesterday at which the ruling of the board of managers of the Joint Traffic Association was gone over. It was agreed that the ruling was worse than useless. Instead of equalizing matters between the competing roads, it made inequalities more glaring than before. After wrangling all day over the matter, the lines decided to refer the whole matter back to the board of managers for further consideration.

H. C. Moore, general utility man of the Chicago & Southeastern, says the rumors regarding that road and its employes have been greatly exaggerated, most of them originating, he says, with an employe who was discharged for drunkenness. The company has been disappointed in its earnings from its coal traffic, so mild has been the winter, and bad country roads have resulted in cutting down the grain movement sharply. He says three months of good business will put the road on its feet financial-

A meeting of the advisory committee of the Western immigrant clearing house was held in Chicago yesterday. The Colorado Midland road was admitted to membership in the clearing house and assured an equitable division of the business. The Colorado Midland made its membership in the transmissouri committee of the Western Passenger Association conditional on its admission to the clearing house. As it has been admitted to the clearing house it is taken for granted that it will now become a member of the transmissouri

R. B. F. Peirce, general manager of the Indianapolis, Decatur & Western, says there is no truth in the report that the Cincinnati Hamilton & Dayton, the Indianapolis, Decatur & Western and the Wabash are to put on a fast line between Cincinnati and Kansas City. The fact is that, in connection with the Baltimore & Ohio Southwestern, it is now running a through coach between Cincinnati and Kansas City. The Wabash people would be glad to get rid of the the contract, and will not renew it when it expires, says a railway official who

is well informed. In January there were handled at the Union Station 3,715 trains, against 3,712 trains in January, 1895. This year, in January, there were handled in these trains 21,-336 cars, against 20,658 in January, 1895; increase in number of trains increase in number of trains handled this year, three; in number of cars, 678. The average of cars per train on the through trains of the Big Four and the Pennsylvania and Vandalia lines this sea-son was considerably in excess of last year in January. With the Pennsylvania and the Vandalia train No. 1 was consoli-dated with Trains 5 and 21, which accounts for the difference in number of cars handled

per train on those lines. A Vandalia official says the talk that this company wants to stop hauling through cars in connection with the Cincinnati, Hamilton & Dayton, between St. Louis and Cincinnati, is groundless. So far as the Vandalia is concerned it would have to approved the appointment of Charles Rockwell as auditor.

Thomas H. Whitmore, traveling freight
agent of the Iowa Central for this territory,
died in Cincinnati yesterday.

L-Yam-Sam, Chinese passenger agent of
the Southern Pacific at New Orleans, has break the connection. As regards freight

matters, it is natural, the Pennsylvania Company being in full control of the Van-dalia lines, that efforts should be made to divert all business which might go to other connections at Indianapolis to the Panhandle, not that there is any feeling exist ng against working with the Cincinnati Hamilton & Dayton. When that line secure business through its representatives on the Vandalia, the latter company promptly

places cars for trading.

L. S. Coffin, of Iowa, president of the Home for Aged and Disabled Railroad Men, PATHETIC CASE OF AN AGED PEN-SIONER IN THE SUPERIOR COURT.

> Attempt to Secure His Little Home by Foreclosing a Mortgage.

The suit of Hiram B. Defore against John W. Bilingsworth to foreclose a mortgage, was of a pathetic character. The defendant is an old man, nearly eighty-three years of age. For several years he has occupied a cottage in Kenwood. The plaintiff, Defore, lives at Coal City, this State. The story of the mortgage dates back five or six years. Billingsworth is a veteran soldier, with-McKee, the mother-in-law of Defore, Mrs. & Rock Island, at Horton, has been ap- McKee's husband was killed in battle and rade, Billingsworth, saw much of each other. Billingsworth was wounded and received a pension, and it was largely on account of his evidence that Mrs. McKee was able to get a pension. The old people grew older together, and about five years ago it was proposed that they invest their pensions in a piece of property. A lot was purchased out at Kenwood on long time. The old people were to pay & a month on the purchase and the deed to the real estate showed that it was bought with pension money paid out as late in the last four months. It is by the United States government. Mrs. claimed that this train runs nearer on its McKee continued to pay her share until her schedule than does any other through train death, two years ago. Billingsworth put up a house on the lot and prepared to spend his remaining years in comfort. The deed was made to the parties jointly, and there was a provision that at the death of the owners the property was to go to the heirs of Mrs. McKee. At her death there was a mortgage | He says he was passing along Pogue's run, indebtedness of about \$150, which was assumed by Mr. Billingsworth. The evidence showed that the plaintiff, Defore, being one prostrate form. The man called to Bain, of the heirs of Mrs. McKee, visited the old saying his partner had been hurt. Bain phia, has printed in book form "Reminis-cences of a Railroad Engineer, written by mortgage if Billingsworth would release all went to call an ambulance. When be reclaim to Mrs. McKee's estate. He consented | turned the other man had disappeared. A to the arrangement and Defore, after having | physician at the City Dispensary, who took the mortgage asigned to him, brought the suit to foreclose. Judge Bartholomew saw that if the decree were granted the old man sufficiently conscious to insist upon sitting said to be the lightest of any time in years; | would be ousted out of the house and home. crying like a child. At the conclusion of the evidence the court said that the decree of foreclosure would be granted, subject to the spot where he was found, and that this the life estate of Billingsworth, and no other

SHE ASKED HIM TO MARRY.

Thomas H. Robinson Makes a Most Unusual Complaint. Thomas H. Robinson, proprietor of a grocery store at No. 242 Oliver avenue, has been in a peck of trouble ever since he advertised ulations came about through the machinations of a designing woman, and he seeks relief through the medium of a one-thousand-dollar damage sult filed in the Superior Court yesterday. The first of the year Mr. Robinson made up his mind to retire from now examining the books and accounts of the grocery business and Jan. 13 announced the fact by a placard which he swung in front of his store. Eliza C. Beck was the first to begin negotiations with the proprietor. The plaintiff says that Mrs. Beck called ostensibly for the purpose of buying him out. Her real motive, he says, was not disclosed until later on. He avers that she College had filed a claim for the body, under worked on his sympathies by representing herself to a "lone widow," and was so suc- Mr. Whitsett expects further instructions ceseful that she induced him to ask her to ing they exchanged rings.

The plaintiff charges that Mrs. Beck was guilty of a wrongful and decettful act, well knowing that she cours not keep the contract. She was already married, he says, and has never been divorced from her hus hand. He further charges that he was induced to give Mrs. Beck \$250 on a promissory note, payable after death. There was a provision in the note, however, by which it was "to be in force only in case the de-fendant should be prevented from marrying the plaintiff through no fault of her own The complaint further asserts that Mrs. Beck, by consenting to marry the plaintiff, at once secured possession of his gold watch, valued at \$45. All of these things the defendant is charged with doing for the purpose of heating the plaintiff out of his possessions Robeinson says that he has never seen the defendant's husband, but he believes him to be Henry Beck, and makes him a party

FIVE YEARS FOR THOMAS. Young Man on Whom Judge McCray

Suspended Sentence. Omer Thomas, charged with burglary an grand larceny, was brought into the Criminal Court yesterday and sentenced to five years in the State prison. Thomas is a oung man who was released by Judge Mc-Cray on account of his youth. When arraigned last week the prisoner pleaded guilty, but yesterday morning he withdrew his former plea of guilt and demanded a to Dunkirk was made at a speed of thirty trial by jury. This Judge Brown refused to

William Meyers, who tried to "hold up" a ca and Dunkirk it encountered a huge snow | College-avenue street-car conductor, drew week. Patrick Hanrahan pleaded guilty to through it at a speed of fifteen miles an larceny and got one year. William Clai-hour. of guilty to burglary and grand larceny.

THE "FREE-LOVE" APOSTLES. Each of Them Will Spend Six Months

in the Workhouse. Marion Hendershot and Augusta House, who have been preaching the doctrine of "free love" and practicing it as well, were each fined \$5 and costs in Police Court yesterday. In addition to the fine the court imposed a workhouse penalty, and for six months the exponents of this new faith will have opportunity to think it out undisturbed. Mrs. House is the wife of a Washington township citizen. She left her home Thanksgiving day with Hendershot. For some time the couple had been living at the home of F. M. Selby, No. 151 Hoyt avenue. Judge Cox rebuked the prisoners in scathing terms before they left the dock. Mrs. House had her Bible with her in court.

NICHOLSON LAW ARGUMENT. Charles W. Smith Employed to Assist

the Attorney-General. The oral argument in the Nicholson law cases will take place in the Supreme Court to-morrow. The attorneys on both sides are bustly engaged completing their preparations for this contest. Charles W. Smith has been employed by a number of citizens, who are anxious to see the law upheld, to assist Attorney-general Ketcham in defending it.

The Divorce Court.

Luella Hawkins filed a complaint for divorce yesterday from Edgar Hawkins, alleging abandonment as grounds for the suit. The plaintiff was married to the defendant Aug. 8, 1872, and says he deserted her July 4, 1886. On that date, she avers, he entered into a pretended marriage with Belle Scott, with whom he lived for two months. Caroline Miller wants a divorce from Frank Miller, who is charged with deser-tion. The plaintiff asks that her maiden name, Vi LaRue, be restored to her.

> THE COURT RECORD. Superior Court.

Room 1-John L. McMaster, Judge. E. Chubb Fuller vs. James A. Everett; contract. On trial by court.

Nelson Daubenspeck vs. Mary J. Fickle;
note. Judgment for plaintiff for \$420.84. The W. G. Wasson Company vs. Charlton Eden et al. Habich, J. P. Dismissed and Elijah B. Martindale vs. William A. Hamilton et al.; foreclosure. Judgment for plaintiff for \$866.08.

Henry Latham et. al. vs. A. H. Andrews & Co., bill of exchange. Dismissed and Charles Mendenhall vs. Jenny Wolefield et al.; foreclosure. Judgment for plaintiff and plaintiff secures decree. Albert South vs. Van Camp Packing Company; special lien. Dismissed and costs Room 2-Upton J. Hammond, Judge pro tem.

Iley Beckner vs. Frank E. Helwig; dam-

ages for malicious prosecution. On trial by Room 3-Pliny W. Bartholomew, Judge. Armeld Conrad vs. Thomas Conrad; divorce. Decree granted plaintiff, with custody of children. Charles Girton vs, Hugh M. White et al. From Johnson, J. P. Contined to Wednesday Hiram B. Defore vs. John W. Billings-worth; mortgage. On trial by court.

Circuit Court. Edgar A. Brown, Judge. John A. Pierce vs. Catherine Bell; on

notes. On trial by court. New Suits Filed. Luella Hawkins vs. Edward A. Hawkins; divorce. Superior Court, Room 2. Amuel Bray vs. Bertrand L. Smith; ac-Charles F. Sayles vs. Indiana Mutual Fire Insurance et al.; suit to quiet title. Superior Court, Room 3. William Manion vs. Margaret Burke et al.; petition to sell real estate. Circuit Court. Harry S. Hicks vs. Nancy A. Shane; suit to foreclose mortgage. Superior Court, Room 3.

William Morrison vs. William M. Seigmond et al.; suit on note. Superior Court, Caroline V. Miller vs. Frank Miller; divorce. Superior Court, Room 1. Daniel M. Bradbury vs. Francis T. Hord et al.; suit on account. Superior Court, Room 1. Florence White vs. Warren H. White: divorce, Superior Court, Room 3. Joseph D. DeTurck et al. vs. United States .ounge Company; account. Superior Court, Wilson Morrow et al. vs. Indianapolis Brewery Company; suit on lease. Superior Court, Room 1.

THE DEATH OF JOHN BREEN.

Coroner Hardly Believes the Man Was

Murdered. Coroner Castor is investigating the death of John Breen, the deaf mute who was found in a dying condition beside the Union railway crossing at Pine street last Thursday evening. Although the coroner is not inclined to believe the man was murdered, he is of the opinion that the case should be thoroughly investigated, as there are some very peculiar circumstances in connection with it. David Bain, the man who called the ambulance, is the only person who has been able to give any definite information. when he saw a man kneeling above Breen's charge of the injured man, says he was lieves if this is true, Breen may have been conscious enough to walk from the track to accounts for the fact that no blood was found upon the tracks. Frank Sharp told the coroner he had seen

Breen in Wolf's saloon and had agreed to accompany him to the "little depot" on the night of the accident. He admits that they were both drunk and says the last he saw of Breen he was walking along the track. Superintendent Colbert caused the case to be thoroughly investigated, and is satisfied that the man was killed by the cars. Undertaker Whitsett telegraphed to Thomas Breen, brother of the dead man, last Friday, but received no reply to his message until Saturday afternoon, when the brother telegraphed that he had written a letter concerning the disposition he wished made of the remains. Yesterday Mr. Whitsett received a letter inquiring if the railroad companies could not be held responsible funeral expenses. Breen wrote that he was himself a deaf mute, without means, but if nothing could be expected from the rallroads he would provide money to pay for the funeral, Mr. Whitsett informed him that the railroad companies could not be held responsible and that action would have to be taken forthwith, as the Indiana Medical to-day. He says if Mr. Breen cannot pay

A Pensioner Missing.

J. W. Loucks, a pensioner, was last seen going west on Washington street after having drawn his pension. Since that time no sign can be found of him. He is a carpenter, forty-nine years of age, five feet three and one-half inches high, with dark curi; hair, tinged with gray, and two crippled fingers on his left hand. His distressed family live at No. 370 Cornell avenue, by whom any information of his whereabouts will be thankfully received, or by D. S. Leach, adjutant of Chapman Post, G. A. R.

A Family Medicine.

EVANSVILLE, Ind., Jan. 31, 1896.-I have received the dolls which were sent for one trade mark from Hood's Pills and 10 cents in stamps, and the children are delighted with them. We have used Hood's Pills as a family medicine for a long time and would not be without them." Mrs. Rachell Team-

Hood's Pills act harmoniously with Hood's



Gladness Comes

With a better understanding of the transient nature of the many physical ills which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness, without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only, and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, then laxatives or other remedies are not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, then one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

100 UPRIGHT PIANO :: BOXES

For Sale Cheap.

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FUNERAL DIRECTORS.

We have removed to new and commodious quarters. Perfect privacy and convenience assured. Chapel and Morgue in charge of lady attendant. 127 North Illinois St.



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The 5 cent piece is nearly as large as you get of other high grades for 10 cents

THE MCELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

62 & 64 West Maryland Street

Fitters'

Snow Steam Pumps, Mill Supplies. COPY OF STATEMENT OF THE CONDITION

OF THE Continental Insurance Company

On the 31st day of December, 1895.

Located at No. 46 Cedar street, New York city, N. Y. F. C. MOORE, President. EDWARD LANNING, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: ule filed, market value..... .082, 430, 19

542,402,43 Interest and dividends, due and accraed...... Total assets Losses in suspense, waiting for further proof.

All other claims against the company. Amount necessary to rein-ure outstanding risks.....

State of Indiana, Office of Auditor of State: I, the under igned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-meationed company, on the 31st day of December, 1835, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 4th day of [SEAL.] February, 1896.

A. C. DAILY, Auditor-of State.

COPY OF STATEMENT OF THE CONDITION

Mutual Life Insurance Co. of Kentucky

On the 31st day of December, 1895. ' Located at northeast corner Fifth and Market streets, Louisville, Ky. CHARLES D. JACOB, President. The amount of its capital is 100,003
The amount of its capital paid up is 100,000

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons..... 68,251.95 nterest accrued

Loans on bonds and mortgages of real estate, worth double the amount for which the same is

mortgaged, and free from any prior incumbrance Debts otherwise secured.....

LIABILITIES. The greatest amount in any one risk, \$20,000.

I, the undersigned, Auditor of State of the State of Indian i, hereby certify that the above is a correct copy of the statement of the condition of the above-meationed company, on the its: day of December, 1835, at shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof, I hereanto subscribe my name and affix my official seat, this 5th day of bruary, 18%.

A. C. DAILY, Auditor of State.

State of Indiana, Office of Auditor of State:

OF THE NEW YORK PLATE GLASS INSURANCE COMPANY

COPY OF STATEMENT OF THE CONDITION

On the 31st day of December, 1895.

Located at No. 24 Pine street, New York city. MAJOR A. WHITE, Secretary. MAX DANZIGER, President. The amount of its capital is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: ends owned by the company, bearing interest at the rate of 4 to 7 per cent., as per schedule filed, LIABILITIES. Losses unadjusted
All other claims against the company
Amount necessary to reinsure outstanding risks—Reinsurance reserve, except capital stock surplus. 100,798.43

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the first day of December, 1835, as shown by theoriginal statement, and that the said or ginal statement is nay on file in this office, in testimony whereof, I hereunto subscribe my name and affix my official seal, this 7th day of

Two Dollars per Annum

A. C. DAILY, Auditor of State.

THE SUNDAY JOURNAL By Mail, to Any Address,